



# Correspondence Management System

Control Number: AL-14-000-0576

Printing Date: November 08, 2013 10:04:52



## Citizen Information

**Citizen/Originator:** Boehner, John A

Organization: U.S. House of Representatives  
Address: 1011 Longworth House Office Building, Washington, DC 20515

**Constituent:** Wagner, Thomas R

Organization: N/A  
Address: 6290 Stillwell Beckett Rd, Oxford, OH 45056

**Committee:** N/A

**Sub-Committee:** N/A

## Control Information

**Control Number:** AL-14-000-0576

**Alternate Number:** N/A

**Status:** Pending

**Closed Date:** N/A

**Due Date:** Nov 21, 2013

**# of Extensions:** 0

**Letter Date:** Oct 28, 2013

**Received Date:** Oct 29, 2013

**Addressee:** N/A

**Addressee Org:** N/A

**Contact Type:** LTR (Letter)

**Priority Code:** Normal

**Signature:** AA-OSWER-Assistant  
Administrator - OSWER

**Signature Date:** N/A

**File Code:** 404-141-02-01\_141\_a(2) Copy of Controlled and Major Correspondence Record of the EPA Administrator and other senior officials - Electronic.

**Subject:** WHETHER THE COAST GUARD CUTTER, STORIS, HAVING TOXIC SUBSTANCES ABOARD WOULD FALL UNDER THE TOXIC SUBSTANCES CONTROL ACT OF 1976

**Instructions:** CLO - The closing line of all letters should state the following: "Again, thank you for your letter. If you have further questions, please contact me or your staff may contact (OCIR staff person) in EPA's Office of Congressional and Intergovernmental Relations at (insert OCIR email) or (OCIR contact's phone number)

**Instruction Note:** PLEASE PREPARE A RESPONSE FOR THE TROY, OHIO OFFICE

**General Notes:** N/A

**CC:** Carolyn Levine - OCIR-CA-WET  
R5 - Region 5 -- Immediate Office  
Sven-erik Kaiser - OCIR-CA-WPTT

## Lead Information

**Lead Author:** N/A

### Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
Cassaundra Eades	OCIR	OSWER	Nov 7, 2013	Nov 21, 2013	N/A
	<b>Instruction:</b> N/A				
Bernadine London	OSWER	OSWER-ORCR	Nov 7, 2013	Nov 19, 2013	N/A
	<b>Instruction:</b> N/A				

## Supporting Information



# Correspondence Management System

Control Number: AL-14-000-0576

Printing Date: November 08, 2013 10:04:52



Supporting Author: N/A

## Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
No Record Found.			

## History

Action By	Office	Action	Date
Cassandra Eades	OCIR	Assign OCSPP as lead office	Oct 29, 2013
Zelma Taylor	OCSPP	Accepted the group assignment	Oct 29, 2013
Zelma Taylor	OCSPP	Assign OCSPP-OPPT as lead office	Oct 29, 2013
Lindsay Moose	OCSPP-OPPT	Accepted the group assignment	Nov 5, 2013
Lindsay Moose	OCSPP-OPPT	Sent to Zelma Taylor for Reassignment Request	Nov 5, 2013
Zelma Taylor	OCSPP	Sent to Cassandra Eades for Reassignment Request	Nov 6, 2013
Cassandra Eades	OCIR	Changed Signature AA-OCSPP-Assistant Administrator - OCSPP AA-OSWER-Assistant Administrator - OSWER	Nov 7, 2013
Cassandra Eades	OCIR	Request for Reassignment Approved	Nov 7, 2013
Cassandra Eades	OCIR	Assign OSWER as lead office	Nov 7, 2013
Bernadine London	OSWER	Accepted the group assignment	Nov 7, 2013
Bernadine London	OSWER	Assign OSWER-ORCR as lead office	Nov 7, 2013

## Comments

Commentator	Comment	Date
Lindsay Moose	This letter concerns ship disposal and as such should be reassigned to OSWER. Thank you.	Nov 5, 2013
Zelma Taylor	This letter concerns Ship Disposal and should be re-assigned to OSWER. The CMS user making the request is Lindsay Moose	Nov 6, 2013

JOHN A. BOEHNER  
SPEAKER  
OHIO

H-232 U.S. CAPITOL BUILDING  
WASHINGTON, D.C. 20515  
(202) 225-0800



**Congress of the United States**  
**House of Representatives**

WASHINGTON OFFICE:

1011 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-3508  
(202) 225-6205

DISTRICT OFFICES:

7969 CINCINNATI-DAYTON ROAD, SUITE B  
WEST CHESTER, OH 46060  
(513) 779-5400

12 SOUTH PLUM STREET, 2ND FLOOR  
TROY, OH 46060  
(937) 339-1524  
DISTRICT TOLL FREE NUMBER  
1-800-582-1001

October 28, 2013

Congressional Inquiries  
Congressional Liaison  
Environmental Protection Agency  
1200 Pennsylvania Avenue, NW  
Room 3426 ARN  
Washington, DC 20460-0003

Dear Congressional Liaison:

The enclosed correspondence, regarding whether the Coast Guard Cutter, Storis, having toxic substances aboard, would fall under the Toxic Substance Control Act of 1976, as it is being dismantled, scrapped and exported to Mexico on 10/29/2013, was sent to me by Thomas Wagner.

I would greatly appreciate your providing my Troy office with any appropriate information so that I can reply to my constituent.

If I can provide additional information, please do not hesitate to call me.

Sincerely,

A handwritten signature in cursive script that reads "John A. Boehner".

John A. Boehner

JAB/ah





**Congressman John A. Boehner**  
**U.S. House of Representatives**  
**1-800-582-1001**

1011 Longworth H.O.B.

7969 Cincinnati-Dayton Road 12 South Plum Street  
Suite B

Washington D.C. 20515  
(202) 225-6205

West Chester, Ohio 45069  
(613) 779-5400

Troy, Ohio 45373  
(937) 338-1524

12 South Plum Street

Troy, Ohio 45373

To: *EPA*  
*Liaison*

From:

☒ Angie Harrah

☐ Frank DeBrosse

Fax: *202 501 1519*

Pages:

Phone:

Date:

*Oct. 28, 2013*

Re:

CC:

☒ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ FYI

• Comments: *Coast Guard Cutter Steris - Confirmed reports of  
encapsulated PCB's aboard. Ship is being dismantled + towed out  
of the U.S. on 10/29. Constituent would like to know if this would  
fall under the Toxic Substances Control Act of 1976 -  
Dismantling, scrapping + towing (exporting)*

If there is a problem with this fax, please call 1-937-338-1524

PRIVACY ACT RELEASE FORM  
PLEASE PRINT CLEARLY

(Mr./Mrs./Ms. Full Name: Thomas R. Wagner Nick Name: Tom

Address of Residence: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_ County: \_\_\_\_\_

Phone #: Home \_\_\_\_\_ Work ( ) \_\_\_\_\_ Other ( ) \_\_\_\_\_

Email Address: \_\_\_\_\_

Please send completed forms to: Congressman John Boehner

Residents of Butler and Preble Counties:  
7969 Cincinnati-Dayton Road  
West Chester, Ohio 45069

Residents of Clark, Darke, Mercer, and Miami Counties:  
12 South Plum Street  
Troy, Ohio 45373

Due to the provisions of the Privacy Act of 1974 (Title 5, Section 552A of the United States Code) permission in writing is required before making an inquiry on your behalf. Completing and signing this form authorizes Rep. John Boehner and his staff to make inquiries to the appropriate officials on your behalf and to release information to him or his staff.

To begin your inquiry, provide all pertinent information:

Federal Agency Involved: \_\_\_\_\_

Social Security Number: \_\_\_\_\_ Date Of Birth: \_\_\_\_\_

Military ID#: \_\_\_\_\_ Veteran's Claim #: \_\_\_\_\_

Military Branch, Rank & Unit: \_\_\_\_\_

Alien #: A \_\_\_\_\_ CIS/DOS Receipt #: \_\_\_\_\_

Immigration -- Petitioner's Name: \_\_\_\_\_

Beneficiary's Name: \_\_\_\_\_

Other Numbers Identifying your claim: \_\_\_\_\_

Please briefly describe your situation and the action or result or the information desired. Use the back of this sheet, or attach a separate page, if necessary. Be sure to provide any necessary documentation.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SIGNATURE: Thomas R. Wagner DATE: 10.28.13

U.S. Department  
of Transportation

United States  
Coast Guard



# Memorandum

Subject: HAZMAT SURVEY OF CGC STORIS

Date: 15 NOV 2000  
5100

From: Robert McMenamin, CG YARD

Reply to: sm-110  
Attn. of: R. McMenamin  
410-636-3772

To: Commandant, G-CFM-3

1. The Coast Guard YARD was requested to conduct a Hazmat Survey on the CGC STORIS in Ketchikan AL. POC was LT. K. Smyth (EO). The survey was conducted on 8/10/00. All compartments that were accessible were surveyed. The results of the survey showed that the vessel does contain Polychlorinated Biphenyl's materials.
2. In addition, the survey showed no asbestos containing material on the vessel but an asbestos removal was underway during the survey.

NAD - No Asbestos Detected

Sample #	Location	Material Tested	Result
A-5	Passageway, 02-59-2, Port BKHD Insulation	Cork	NAD
A-6	Boiler Flat, Port Pre-Heater, COV Insulation	White fibrous material	NAD
A-7	Outside Repair 3, OVHD, 2" Pipe Hanger	Gasket, White cloth	NAD
A-8	Emergency Generator Room, Starboard BKHD, behind switch 1-161-1	Cork	NAD

3. Lead base paint (LBP) was found on the exterior and interior surfaces of the vessel. Results greater than 1.0 mg/cm<sup>2</sup> is considered lead based paint.

Sample#	Results	Location	Outer Paint Layer
1886	0.0	Bridge, Mid BKHD	Beige
1887	0.2	Bridge, Fire Extinguisher, 02-85-1	Red
1888	0.0	Bridge, Aft, Portside, BKHD	White
1889	0.0	Bridge, Fog Signal Timer	Grey
1890	0.0	Bridge, Mid BKHD, Starboard, Electric Box	Blue
1891	8.3	Bridge wing, Starboard, under Gyro Repeater	Dark Grey
1892	0.0	Bridge wing, Starboard, forward BKHD	White



Subj: HAZMAT SURVEY OF CGC STORIS

5100  
15 NOV 2000

1893	0.0	02 Deck, outside, Starboard under ladder to 03 deck	White
1894	0.0	02 Deck, Aft ladder	Black
1895	0.0	Bridge wing, portside under Gyro Repeater	Dark Grey
1896	0.0	Main Mast	SPAR
1897	0.0	03 Deck, portside antenna, HF Transmitter	Blue
1898	0.0	03 Deck, portside antenna, HF Receiver	Red
1899	0.0	Radio Rm., Starboard steel plate	White
1900	0.0	Fantail, FO vent, center	Yellow
1901	0.9	Fantail, port antenna	Red
1902	0.0	Fantail, Starboard capstan	SPAR
1903	0.0	Starboard Deck, FO vent	Yellow
1904	2.6	Paint Locker, Aft BKHD, Starboard side	White
1905	VOID		
1906	VOID		
1907	0.0	Paint Locker, Deck	Dark Grey
1908	4.3	Windlass Room, Aft BKHD	White
1909	6.5	Windlass Room, Deck	Dark Grey
1910	3.7	WTD to Lamp Locker	Green
1911	4.3	WTD to Bos'n Locker	Red
1912	10.0	Buoy Deck, Forward BKHD	White
1913	0.0	Buoy Deck, Deck	Dark Grey
1914	0.1	Buoy Deck, Safety lines around Main Hold Hatch	Yellow
1915	0.0	MPA Stateroom, door	Brown
1916	16.0	Refrigeration Machinery Space, 3-84-02-E, Aft BKHD	White
1917	0.0	Crews Berthing, 2-84-0-L, column	White
1918	7.5	Crews Berthing, Vent Cover, 2-110-2	White
1919	0.0	Crews Berthing, 2-63-02-L, Aft BKHD	Yellow
1920	0.0	Crews Berthing, 2-63-02-L, Portside Hull, Insulation Primer	Olive Green
1921	VOID		
1922	2.9	Repair 2, Starboard hull	Yellow, Zinc Chromate
1923	0.0	Engine Room, CME, LO Filter	Grey
1924	3.7	Engine Room, Port Hull	Dark Red
1925	0.0	Main Motor Room, Main Motor	Grey
1926	0.0	Main Motor Room, Frame for Main Motor	Red

Subj: HAZMAT SURVEY OF CGC STORIS

5100  
15 NOV 2000

4. The following areas (listed by sample number) were tested for PCBs. All results above of 50 ng/g (ppm) is considered PCB containing/contaminated for regulatory purposes.

ND - Non Detected

Sample#	Results	Location	Material	Picture#
1768	ND	Bridge, Forward BKHD, Deck Mat	Black Rubber	1
1769	ND	Bridge, Forward BKHD, Deck Mat	Blue Rubber	1
1770	ND	Incinerator Room, Aft BKHD, Cable Hanger	Black Rubber	2
1771	ND	Radio Room, Floor Mat	Blue Rubber	3
1772	ND	CO's Head, Pipe Insulation	Black Foam	4
1773	ND	Passageway 01-95, Deck Mat	Black Rubber	5
1774	ND	Boiler Flat, Starboard OVHD, 3/4" Fuel Line, Pipe Hanger	Red Rubber	6
1775	ND	Buoy Deck, Sewage Connection, Portside, Flange Gasket	Black Rubber	7
1776	ND	Female Head, OVHD, Vent Gasket	Black Rubber	8
1777	ND	Recreation Room, Seat Cushion	Brown Vinyl	9
1778	ND	Recreation Room, Seat Cushion	Blue/Green Foam	9
1779	ND	Recreation Room, OVHD, 2" Fire Main, Pipe Insulation	Black Foam	10
1780	ND	Messdeck, under DC Plates, Pipe Insulation	Black Foam	11
1781	ND	Messdeck, Seat Cushion	Yellow & Green Foam	12
1782	ND	Messdeck, Seat Cushions	Blue Vinyl	12
1783	ND	CPO Head, Urinal Drain Line	Black Foam	13
1784	ND	CPO Head, CW Line to Toilet	Black Foam	14
1785	ND	CPO Head, CW Line over Sink, Pipe Hanger	Paper Gasket	15
1786	ND	PO1 Head, HW Line over Sink	Black Foam	16
1787	3	Ships Office, OVHD, 1" Line	Black Foam	17
1788	ND	Ships Office, OVHD, 2" Line, Pipe Insulation	Black Foam	18
1789	ND	Emergency Generator Room, Day Tank, Hatch Gasket	Rubber/Cork	19
1790	ND	Crews Berthing 2-84-0-L, Portside, Aft, Pipe Insulation	Black Foam	20
1791	ND	Crews Berthing 2-84-0-L, Portside, unpainted Pipe Insulation	Black Foam	21
1792	18	Refrigeration Machinery Space 3-84-02-E,	Grey Foam	22



Subj: HAZMAT SURVEY OF CGC STORIS

5100  
15 NOV 2000

		Portside, Compressor Filters		
1793	9	Reefer Flats, Non-skid	Non-Skid, Adhesive	23
1794	ND	Crews Berthing 2-63-01-L, Seat Cushions	Dark Brown Foam	24
1795	ND	Crews Berthing 2-63-01-L, Seat Cushions	Red Vinyl	24
1796	ND	Crews Head 2-63-02-L, Water lines to Deep Sink	Black Foam	25
1797	140	Repair 2, Starboard, Pipe Insulation	Black Foam	26
1798	ND	Repair 2, Carpet Mat	Felt (not Chromelock)	27
1799	ND	DC Shop, Portside, 2" Pipe Hanger	Red Rubber	28
1800	ND	Engine Room, Starboard, Sewage Lines near FR 136	Black Foam	29
1801	ND	Engine Room, Control Booth vent under Blower Switches, Insulation	Black Foam	30
1802	81	Auxiliary Shop, OVHD, 2" Sewage Line, Pipe Insulation	Black Foam	31
1803	ND	Main Motor Room, FW Manifold, Pipe Insulation	Black Foam	32
1804	ND	Main Motor Room, Fire Pump#3, Pipe Insulation	Black Foam	33
1805	ND	Generator Room #3, Deck Mat	Grey Rubber	34
1806	ND	Aft Steering, Forward BKHD, Cable Hanger	Black Rubber	35

5. I trust this information will be sufficient for your purposes, but if you have any questions concerning this survey, please contact me.

*Robert D McMnamin*  
ROBERT D MCMENAMIN

Copy Commandant, G-SEN  
Chief, Planning and Marketing, CG YARD  
EO, CGC STORIS

John Nowakowski <lastpatrol@comcast.net>  
To: Sarah Pace <space@house.mn>, "Spaco" <spaco@house.mn>, Thinsgre@gnal.com  
Re: Fwd: CGC STORIS - Illegally exported with PCBs

October 28, 2013 9:20 AM

6 Attachments, 2.8 MB

----- Forwarded Message -----

From: John Nowakowski <lastpatrol@comcast.net>  
To: Mark <Ryan.Mack@mail.house.gov>, Matthew Kaplan <matthew.kaplan@mail.house.gov>, Nathan Farcy <Nathan.Farcy@gsaill.com>  
Cc: Jon A. Ottman <jon.ottman@gmail.com>  
Sent: Mon, 28 Oct 2013 05:48:10 -0400 (EDT)  
Subject: Fwd: CGC STORIS - Illegally exported with PCBs

Good Morning Everyone

The Last Patrol needs the assistance of the Senate and Congressional members from Ohio in regards to the ex-USCGC Storis. Senator Begich's office has also been contacted.

Please find attached documentation and correspondence regarding the high likelihood that CGC STORIS was allowed on Friday to be towed from the Suisun Bay moorball fleet and cleared for export to Mexico for scrapping even though she contains encapsulated PCBs on board. This export would be in violation of the Toxic Substances Control Act of 1976 and importing the material into Mexico would violate the Basel Convention.

We have enlisted legal assistance in the matter and are attempting to stop the ship from leaving the country. You can see by the email tread below and the attached information there is more than a good likely hood that GSA has not complied with the law. Once this has been verified we feel the sale contract of the ship should be rescinded and the ship returned to the moorball fleet. The people listed below can give all the back up documentation on this issue. Thank you for your help.

Best Regards

John T. Nowakowski  
419-351-2348

- Toledo Ohio

Contact info for the parties involved are:  
Polly Parks - (804)410-2168 - Cell (703)338-6881 - email: [polly.parks@amrcgroup.com](mailto:polly.parks@amrcgroup.com)  
attorney Denise Repp, Cell- (202) 548-2533

Jon Ottman - (586)322-5817, Historical preservationist for the Last Patrol

----- Original Message -----

Subject: Fwd: Story on the Storis  
Date: Sat, 26 Oct 2013 18:33:04 -0500 (CDT)  
From: Storis Museum <storis.museum@comcast.net>  
Reply-To: [storis.museum@comcast.net](mailto:storis.museum@comcast.net)  
To: [john.nowakowski@comcast.net](mailto:john.nowakowski@comcast.net)

FYI

Storis Museum  
c/o Jim Laback, 10435 Yost Circle, Fountain Valley,  
CA 92708  
Tel 714 968 8984, [www.storis-museum.org](http://www.storis-museum.org)  
[storis.museum@comcast.net](mailto:storis.museum@comcast.net)

----- Original Message -----

From: Jay Barrett  
Date: Oct 28, 2013 11:06:31 AM  
Subject: Fwd: Story on the Storis  
To: [storis.museum@comcast.net](mailto:storis.museum@comcast.net)

Howdy Storis Museum Folks,

I am trying to pass this on to Joe Goldhof, who I interviewed this week about the Storis. I got the e-mail below in response to it and wanted to pass it on. Let me know if there is a better e-mail to reach Joe.

Thanks,

Jay Barrett

Kodak

Kodak

Begin forwarded message:

> From: "Polly Parke" <Polly.Parke@emr.com>

> Subject: Story on the Stars

> Date: October 25, 2013 at 2:38:33 PM AKDT

> To: "Jay Smith@Emt.com"

>

> Dear Jay,

>

> This story has legs. When I read your report in the Stars and Stripes this a.m., I fired off an email to Bill Naggle at EPA HQ as to whether the USCG, GSA, or the unidentified businessman had gotten a pcb export waiver as TSCA does not allow the export of PCBs above 50 ppm and I (and everyone in my company who works on scrapping ships for the US Navy, MARAD, and commercial vessels), knows these old ships have pcbs in them. I got in touch with the USCG and GSA representatives listed on the gas auction site (link below) and asked if they or the businessman...I'd just attach everything it speaks for itself (and Mr. Booth attempted to call back the hazard report, but too late). This is background. You can do your own legwork, though they will know I gave you the PCB report, I have nothing back from EPA HQ or Region IX, so I have to unfortunately suspect they were getting ready to sign off based upon that PCB report that states explicitly that encapsulated PCBs were not removed. Both HQ and Region IX know better. If that ship is going to be scrapped, it needs to be scrapped in the US.

>

> So the GSA auction info makes sense: in the explanation the inference is the vessel is functional, not obsolete; however, it is of note that CB insignia were removed, that infer they knew it would be scrapped outside the US because there is no need to do that in the US. No action of hazards or that pcbs might be involved. C&C Stars auction shows the two bids (probably one bidder with an automatic raise) and Stars bid history explains a little more of the bid process.

>

> Let me know if you have any questions. I work out of my house so the 804 number works, but I'm on eastern time.

>

> Polly Parke

> T: +1 (804)410-2188

> M: +1 (703)336-6081

> F: +1 (804)410-2188

> E: polly.parke@emr.com

> <polly.parke@emr.com>

> A: EMR USA - Southern, Washington DC Office, 218  
Spotswood Lane, Colonial Beach, VA 22443

> usa.emr.com <<http://usa.emr.com>>

>

>

>

> This electronic message contains information from EMR which may be privileged or confidential.

> The information is intended to be for the use of the individual(s) or entity named above.

> If you are not the intended recipient be aware that any disclosure, copying, distribution or use of the contents of this information is prohibited.

> If you have received this electronic message in error, please notify us by telephone or email (to the numbers or address above) immediately.

> Activity and use of the EMR E-mail system is monitored to secure its effective operation and for other lawful business purposes.

> Communications using this system will also be monitored and may be recorded to secure effective operation and for other lawful business purposes.

> European Metal Recycling Limited is a company, registered in England and Wales, registered number 2864823.

> registered office Sirius House, Delta Crescent,  
Westbrook, Warrington, WA5 7NS, United Kingdom.



Howdy Steve Nassum Folks,

I am trying to pass this on to Joe Goldhot, who I interviewed this week about the Story. I got the e-mail below in response to it and wanted to pass it on. Let me know if there is a better e-mail to reach Joe.

Thanks,

Jay Barrett  
K&XT Radio  
Kodak

Begin forwarded message:

From: "Poly Parks" <Poly.Parks@emrgroup.com>  
Subject: Story on the  
@story  
Date: October 22, 2013 at  
2:58:55 PM AKDT  
To: <jay.barrett@kmt.org>

Dear Jay,

This story has legs. When I read your report in the States and Steves this a.m., I fired off an email to Bill Niggie at EPA HQ as to whether the USCG, GSA, or the unidentified businessman had gotten a PCB expert waiver as TSCA does not allow the export of PCBs above 50 ppm and I (and everyone in my company who works on scrapping ships for the US Navy, MARAD, and commercial vessels), know these old ships have PCBs in them. I got in touch with the USCG and GSA representatives listed on the gas auction site (this below) and asked if they or the businessman...I just attach everything I speak for itself (and Mr. Beach attempted to call back the hazmat report, but too late). This is background. You can do your own legwork, though they will know I gave you the PCB report. I have nothing back from EPA HQ or Region IX, so I have to unfortunately suspect they were getting ready to sign off based upon that PCB report that states explicitly that encapsulated PCBs were not removed. Both HQ and Region IX knows better. If that ship is going to be scrapped, it needs to be scrapped in the US.

So the GSA auction into matters since: is the explanation the inference is the vessel is functional, not obsolete; however, it is of note that CG insignia were removed, that infers they know it would be scrapped outside the US because there is no need to do that in the US. No notice of hazmat or that PCBs might be involved. CGC Steves auction shows the two bids (probably one bidder with an automatic bid) and Steves bid history explains a little more of the bid process.

Let me know if you have any questions. I work out of my house so the 804 number works, but I'm on eastern time.

Poly Parks

T: +1 (804)410-2188

M: +1 (703)338-6881

F: +1 (804)410-2100

E: [poly.parks@emrgroup.com](mailto:poly.parks@emrgroup.com) <[poly.parks@emrgroup.com](mailto:poly.parks@emrgroup.com)>

A: EMR USA - Southern, Washington DC Office, 216  
Spotswood Lane, Colonial Beach, VA 22443  
[www.emrgroup.com](http://www.emrgroup.com)  
<<http://www.emrgroup.com>>

This electronic message contains information from EMR which may be privileged or confidential.

The information is intended to be for the use of the individual(s) or entity named above.

If you are not the intended recipient be aware that any disclosure, copying, distribution or use of the contents of this information is prohibited.







If you have received this electronic message in error, please notify us by telephone or email (to the numbers or address above) immediately.

Activity and use of the BMR E-mail system is monitored to ensure its effective operation and for other lawful business purposes.

Communications using this system will also be monitored and may be recorded to ensure effective operation and for other lawful business purposes.

European Metal Recycling Limited is a company, registered in England and Wales, registered number 7054923.

Registered Office: 5th Floor, 100, The Quadrant, Westbrook, Warrington, WA4 7NS, United Kingdom.

 [Email with 11...pdf \(116 KB\)](#)  [Chris Rollin...pdf \(24 KB\)](#)  [Steds.pdf \(12.1 MB\)](#)  [COC Steds R...pdf \(1.27 KB\)](#)  [COC Steds R...pdf \(1.27 KB\)](#)  [Steds Mid B...pdf \(63 KB\)](#)

**NOTICE OF AWARD**  
**(SALE OF GOVERNMENT OWNED PERSONAL PROPERTY)**

CONTRACT NO: GS04F13RBS671

DATE: 06/28/13

INVITATION NO: 410SC113425

PURCHASER:  
BIDDER NO.: 232542  
US METALS RECOVERY INC  
7921 ALWAY ROAD  
SAN DIEGO CA 92138  
TEL: (619) 823-5925  
MARKET@USMETALS.US

YOUR BID FOR THE FOLLOWING LISTED PROPERTY HAS BEEN ACCEPTED. PAYMENT OF BALANCE MUST BE RECEIVED ALONG WITH THE SECOND COPY OF THIS NOTICE AND PROPERTY MUST BE REMOVED BY DATES SPECIFIED IN THIS CONTRACT. UPON RECEIPT OF FULL PAYMENT, A RECEIPT OF PAYMENT WILL BE FORWARDED TO YOU TO PRESENT TO CUSTODIAN AS AUTHORITY TO REMOVE THE PROPERTY.

CONTRACTING OFFICER

DATE

LOT NO.	DESCRIPTION	QUANTITY	UNIT
001	1942 UNITED STATES COAST GUARD STORES (WMEC-38), MAKE/MANUFACTURER: TOLBO SHIPBUILDING, MODEL: SUPPLY SHIP, DATE OF MANUFACTURER: APRIL 4, 1942, VESSEL NAME: USCGC STORES, HULL NO: WMEC-38, SEAORTHY: YES, VESSEL LENGTH: 230, ENGINE WESTING: NO, ENGINE HOURS: UNKNOWN, MARINE SURVIV: NO, THIS VESSEL IS A MEDIUM ENDURANCE CUTTER WHICH WAS USED FOR LAW ENFORCEMENT AND FISHERIES. CUTTER IS EQUIPPED WITH THREE 6MD 645EG ENGINES CONNECTED TO THREE WESTINGHOUSE DC GENERATORS CONTINUED AS SHOWN ON INVITATION FOR BID	1	LT

PAYMENT INFORMATION:

PAYMENT MUST BE MADE BY: 07/01/13

UNIT PRICE: 70100.00  
TOTAL BID: 70100.00  
DEPOSIT RECEIVED:  
BALANCE DUE GOV'T: 70100.00

PROPERTY MUST BE REMOVED BY: 07/12/13

SELLING AGENCY:  
GSA, FAS, 40SCC  
SALES OFFICE, STE. 130  
77 POKSYTH STREET  
ATLANTA  
GA 30303  
SALES MANAGER  
TEL: (404) 331-0040  
FAX: (404) 331-7584

LOT LOCATION:  
U.S. MARITIME READY RESERVE FLEET  
END OF LAKE HERMAN ROAD  
HENICIA  
GA 94510  
JEFF BEACH  
TEL: (202) 372-3645  
FAX: (202) 372-3945





[Home](#)
[All Categories](#)
[Real Estate](#)
[Offline Sales](#)

All Categories

Advanced Search

All Categories >

Warning: In order to view the most up-to-date information, please click the refresh button on your browser.

#### Item Information

### CGC STORIS (WMEC-38) MEDIUM ENDURANCE CUTTER

**Sale/Lot Number:** 41QSC113425001  
**City, State:** Benicia, CA  
**Current Bid:** 70,100 USD (Reserve Not Met)  
**Bidders:** 2  
**Close Time:** 06/27 08:15 PM CT (Closed)  
**Time Remaining:**

[Description](#)
[Bidding Details](#)
[Bid History](#)

Note: When "Compatible" bidding occurs (two or more bids of the same amount are submitted), the "high bid" is determined by GSA Auctions system's evaluation, based on the time of submission and/or by proxy.

To enhance bidder privacy, and protect GSA Auctions users from fraudulent emails, GSA Auctions has changed how User IDs are displayed on the bid history page. Only you can view your User ID, all other members will see anonymous user IDs, such as Bidder#.

As of February 14, 2009 bidders will be assigned the actual bidder number for the sale/lot based on when they placed their bid, if you are the first bidder for this sale you will see Bidder#1, if you are the second bidder you will see Bidder#2.

#### Bidders in the Auction (Current top 10 bidders)

Bidder	Bid Amount	Date-Time
Bidder#2	(Reserve not met) 70,100 USD	06/27/2013 07:55:58 PM CT
Bidder#1	69,100 USD	06/27/2013 07:55:21 PM CT

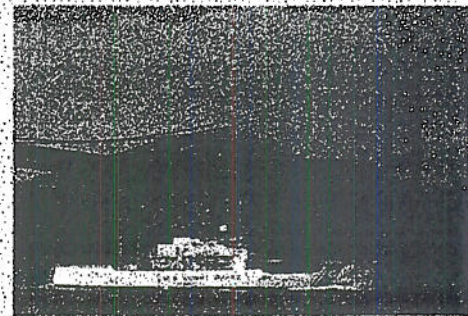
#### Your Bids

Bid #	Bid Amount	Max Limit	Status	Date
-------	------------	-----------	--------	------

No bids currently

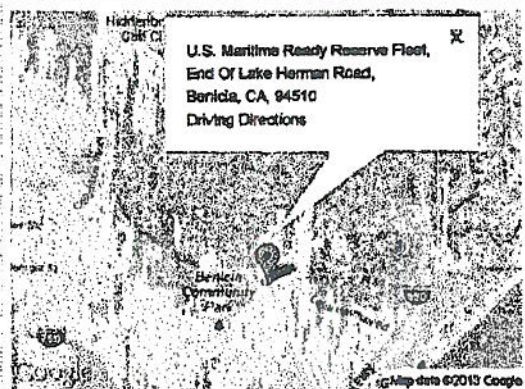
(\*) Possible Extension. See Bidding Rules.

#### Item Photos



#### Item Location

NOTE: Maps are not updated frequently and are likely to miss new addresses or show incorrect addresses. Please visit <http://maps.google.com> or <http://www.mapquest.com> for accurate property location and directions.



Go Green... Reuse Is Recycling!

Carbon savings for this item are not available.

Select an Equivalency: Gallons of Gasoline Used

[Click here for additional information.](#)

[About GSA Auctions](#)

[Help](#)

[FAQ](#)

[Sales Abbreviations](#)

[RSS](#)

[Credit Card Form](#)

[Contact Us](#)

[Federal Acquisition Service](#)

[GSA Fleet Vehicle Sales](#)

[GSA Surplus Sales](#)

[Real Property Disposal](#)

[Public Buildings Service](#)

[Terms & Conditions](#)

[Protecting Your Privacy](#)

[Accessibility Policy](#)

[System Status](#)

[Browser Support](#)

Copyright © 2001 U.S. General Services Administration





[Home](#)
[All Categories](#)
[Real Estate](#)
[Offline Sales](#)

[All Categories](#)

[Advanced Search](#)

[All Categories >](#)

Warning: In order to view the most up-to-date information, please click the refresh button on your browser.

#### Item Information

### CGC STORIS (WMEC-38) MEDIUM ENDURANCE CUTTER

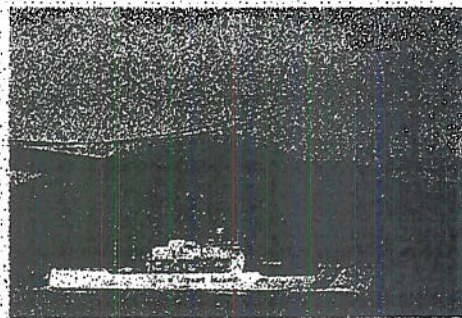
**Sale/Lot Number:** 41QSC13425001  
**City, State:** Benicia, CA  
**Current Bid:** 70,100 USD (Reserve Not Met)  
**Bidders:** 2  
**Close Time:** 08/27 08:15 PM CT (Closed)  
**Time Remaining:**

[Description](#)
[Bidding Details](#)
[Bid History](#)

**BID DEPOSIT REQUIRED: \$20,000.00**

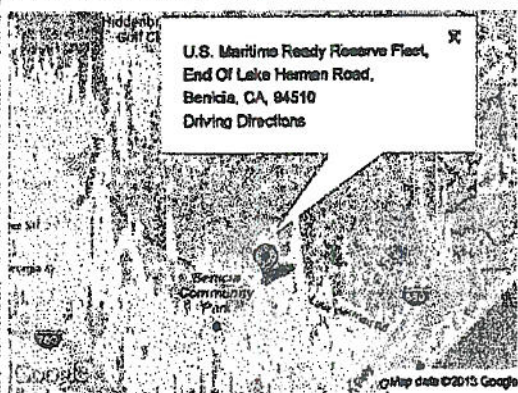
1942 UNITED STATES COAST GUARD STORIS (WMEC-38), MAKE/MANUFACTURER: TOLEDO SHIPBUILDING, MODEL: SUPPLY SHIP, DATE OF MANUFACTURER: APRIL 4, 1942, VESSEL NAME: USCGC STORIS, HULL NO: WMEC-38, SEAWORTHY: YES, VESSEL LENGTH: 230, ENGINE MISSING: NO, ENGINE HOURS: UNKNOWN, MARINE SURVEY: NO, THIS VESSEL IS A MEDIUM ENDURANCE CUTTER WHICH WAS USED FOR LAW ENFORCEMENT AND FISHERIES. CUTTER IS EQUIPPED WITH THREE EMD 645EG ENGINES CONNECTED TO THREE WESTINGHOUSE DC GENERATORS PROVIDING POWER TO ONE WESTINGHOUSE DC PROPULSION MOTOR (1800 HP) CUTTER REPOWERED IN 1988. PROPELLER IS 10 FEET-6 INCHES IN DIAMETER X 7 FEET-4 INCHES PITCH, 5 BLADE RH BRONZE. HULL IS RIVETED STEEL. FULL LOAD DISPLACEMENT IS 1710 LONG TONS. SHAFT BEARING FORWARD, ORION THRUST SHAFT BEARING AFT, THORDON. SHAFT SEALS FORE AND AFT. JOHN CRANE TYPE MIX, TANK CAPACITY DIESEL OIL 324 LONG TONS, FRESH WATER: 63 LONG TONS. COAST GUARD CREW SIZE: 10 OFFICERS AND 88 CREW MEMBERS WITH SEPARATE CREW QUARTERS FOR BOTH MEN AND WOMEN. LAST DRY DOCKING OF CUTTER WAS IN 2007 PRIOR TO ENTRY INTO THE READY RESERVE FLEET. HULL WAS CLEANED AND HULL RECOATED TO PREVENT SLUFFING OF HULL PAINT. THE TWO, 22 FOOT, MODEL H830 ZODIAC BOATS CURRENTLY ON BOARD THE CUTTER WILL CONVEY WITH THE CUTTER BOAT HIN: XDC63248C000 AND XDC63183E898. CUTTER ALSO EQUIPPED WITH A HYDRAULIC CARGO BOOM ON FORWARD PART OF THE CUTTER. CUTTER WAS ORIGINALLY DESIGNED TO BE A SUPPLY VESSEL FOR OPERATIONS IN GREENLAND (NORTH ATLANTIC, THE CUTTER HAS SOME DEGREE OF ICE BREAKING CAPABILITY. SHIP CIRCUMNAVIGATED NORTH AMERICA VIA NORTHWEST PASSAGE WITH CGC CUTTERS BRAMBLE AND SPAR IN 1957. VESSEL ADDED TO THE REGISTER OF HISTORICAL PLACES IN DECEMBER 2012. CUTTER HOMEPORTED IN ALASKA 1990 UNTIL 2007 WHEN IT WAS REMOVED FROM ACTIVE SERVICE AND MOVED TO THE RRP, SUISSON BAY, CA. THE CONDITION CODE OF "REPAIRABLE" DUE TO REMOVAL OF SHIP ELECTRONICS AND ABSENCE OF WORKING RADIO OR WORKING RADAR. NEXT OWNER/OPERATOR WILL HAVE TO PROVIDE A VALID CERTIFICATE OF FINANCIAL RESPONSIBILITY (COFR) BEFORE ACCEPTING CUSTODY OF THE CUTTER. NEXT OWNER/OPERATOR ALSO RESPONSIBLE FOR ANY REQUIREMENTS TO CLEAN HULL FOR COMPLIANCE WITH NON-INDIGENOUS SPECIES ACT BEFORE CUTTER DEPARTS SAN FRANCISCO BAY AREA. ON BOARD INSPECTIONS ARE HIGHLY ENCOURAGED AND CAN BE ARRANGED BY CONTACTING JEFF BEACH AT USCG HEADQUARTERS IN WASHINGTON, DC AT (202) 372-3846, OR EMAIL: JEFF.L.BEACH@USCG.MIL SHIP VISITS WILL A COUPLE OF DAYS ADVANCE NOTICE AND ARE SUBJECT TO ESCORT AVAILABILITY. THE PHOTO LISTED FOR THE CGC STORIS SHOWS CUTTER WITH FULL COAST GUARD MARKINGS AS THE SHIP TRAVELS UNDER THE GOLDEN GATE BRIDGE. ALL COAST GUARD MARKINGS HAVE BEEN REMOVED FROM THE SHIP AND IT NOW HAS AN ALL WHITE HULL. LAST DDG 2007. \*\*\*\*\*THIS ITEM REQUIRES A BID DEPOSIT OF \$20,000. BID DEPOSITS MUST BE IN THE FORM OF A CASHIER-S CHECK OR

#### Item Photos



#### Item Location

NOTE: Maps are not updated frequently and are likely to miss new addresses or show incorrect addresses. Please visit <http://maps.google.com> or <http://www.mapquest.com> for accurate property location and directions.



**Go Green... Reuse is Recycling!**

Carbon savings for this item are not available.

Select an Equivalency:

[Click here for additional information.](#)



MONEY ORDER AND SHOULD BE MADE OUT TO G.S.A. AND MAILED TO: GSA, 4QSCA, 77 FORSYTH STREET, SUITE 100, ATTN: TONYA DILLARD, ATLANTA, GA 30303. PROSPECTIVE BIDDERS MUST PROVIDE THEIR GSAAUCTIONS LOGIN NAME, SALE AND LOT NUMBER, ADDRESS, TELEPHONE NUMBER, AND EMAIL ADDRESS. ONCE BID DEPOSIT HAS BEEN RECEIVED, BID RIGHTS WILL BE ASSIGNED\*\*\*\*\*ALL BID DEPOSITS WILL BE RETURNED WITHIN FIVE BUSINESS DAYS FROM THE CLOSING DATE OF THE SALE. ALL BIDDERS MUST BE REGISTERED\*\*\*\*\*ALL BID DEPOSITS MUST BE RECEIVED BY 12 NOON ON JUNE 28, 2013\*\*\*\*\* ALL BIDDERS MUST BE REGISTERED VIA GSAAUCTIONS.GOV WEBSITE\*\*\*\*\*CREDIT CARDS WILL NOT BE ACCEPTED FOR BID DEPOSITS\*\*\*\*\* REPAIRS MAY BE REQUIRED\*\*\*\*\* STARTING JUNE 20TH THRU JUNE 27TH, POTENTIAL BIDDER MAY CALL CAPTAIN PATRICK FLYNN AT 202-372-3662 TO OBTAIN INFORMATION OR SCHEDULE APPOINTMENTS\*\*\*\*\*

Z700683127L001A

THE CONDITION OF THE PROPERTY IS NOT WARRANTED.

[Click here for pricing guides.](#)

#### SPECIAL INSPECTION INFORMATION

POTENTIAL BIDDERS ARE URGED TO INSPECT THE VESSEL PRIOR TO

PLACING A BID. PROPERTY MUST BE PAID FOR NO LATER THAN

JULY 1, 2013.

Please contact the custodian for inspection dates and times and for removal arrangements.

PROPERTY REMOVAL: Due to security issues at property locations, successful bidders are required to contact the custodian prior to entering the facility to remove property, and at times, they are not permitted to use security phones. Therefore, successful bidders must communicate with the custodians in advance to make arrangements for removal and/or have a cell phone with them to contact them once they arrive at the secured location.

Successful bidders are cautioned that they will be responsible for loading, packing and removal of any and all property awarded to them from the exact place where the property is located, as indicated below.

Property Location and inquiries/questions regarding property inspection and/or removal:

U.S. Maritime Ready Reserve Fleet  
End Of Lake Herman Road  
Benicia, CA 94510

Contact: Jeff Beach  
Phone: 202-372-3646  
Fax: 202-372-3845  
JEFF.L.BEACH@USCG.MIL

For inquiries/questions regarding payment, contact the following sales office:

GSA, FAS, 4QSCC  
SALES OFFICE  
77 FORSYTH STREET  
ATLANTA, GA 30303

Phone: 404-331-0040  
Fax: 404-331-7584

For inquiries/questions regarding contractual issues, contact the following sales contracting officer/property disposal specialist:

TONYA DILLARD  
Phone: 404-331-0535  
TONYA.DILLARD@GSA.GOV

(\*) Possible Extension. See Bidding Rules.

About GSA Auctions  
Help  
FAQ  
Sales Abbreviations  
RSS  
Credit Card Form  
Contact Us

Federal Acquisition Service  
GSA Fleet Vehicle Sales  
GSA Surplus Sales  
Real Property Disposal  
Public Buildings Service

Terms & Conditions  
Protecting Your Privacy  
Accessibility Policy  
System Status  
Browser Support

Copyright © 2001 U.S. General Services Administration

Attachments can contain viruses that may harm your computer. Attachments may not display correctly.

**Polly Parks**

**From:** Polly Parks **Sent:** Fri 10/25/2013 11:05 AM  
**To:** rollins.christopher@epa.gov  
**Cc:** Chris Green; Jason Glascock; Tony Schultz; Tara Tomasiewicz  
**Subject:** RE: Sale of 1942 USCG Storis for scrapping in Mexico  
**Attachments:** Storis pcb report.pdf(2MB)

Dear Chris,

We are in receipt of the report. Page one, only those PCBs not encapsulated were certified as removed. Sorry Region IX got stuck with a hot federal potato again. Let us know if there is anything we can do to help.

**Polly Parks**  
T: +1 (804)410-2168  
M: +1 (703)338-8881  
F: +1 (804)410-2168  
E: [polly.parks@emrgroup.com](mailto:polly.parks@emrgroup.com)  
A: EMR USA - Southern, Washington DC Office, 216 Spotswood Lane, Colonial Beach, VA 22443  
[usa.emrgroup.com](http://usa.emrgroup.com)

---

**From:** Polly Parks  
**Sent:** Fri 10/25/2013 10:20 AM  
**To:** rollins.christopher@epa.gov  
**Cc:** Chris Green; Jason Glascock; Tony Schultz; Tara Tomasiewicz  
**Subject:** FW: Sale of 1942 USCG Storis for scrapping in Mexico

Dear Chris,

I hope all is well. I understand you are looking into the UCG Storis which was sold to an unidentified businessman to be scrapped in Mexico. I've cc'd our environmental staff who can help you interpret whatever was sent over by the USCG to certify the 1942 build was indeed PCB-free. Our experience is that is impossible unless the vessel is dismantled; however, if the USCG has indeed developed a methodology that allows for the removal of all gaskets, etc. that are integrated into the construction without dismantlement, as long as it is cost-effective, we are, of course, eager to apply it commercially.

Best regards,

**Polly Parks**  
T: +1 (804)410-2168  
M: +1 (703)338-8881  
F: +1 (804)410-2168  
E: [polly.parks@emrgroup.com](mailto:polly.parks@emrgroup.com)  
A: EMR USA - Southern, Washington DC Office, 216 Spotswood Lane, Colonial Beach, VA 22443  
[usa.emrgroup.com](http://usa.emrgroup.com)

---

**From:** Beach, Jeff L CIV [<mailto:Jeff.L.Beach@uscg.mil>]  
**Sent:** Fri 10/25/2013 9:54 AM  
**To:** Polly Parks; 'TONYA.DILLARD@gsa.gov'  
**Cc:** 'william.noggle@EPA.GOV'  
**Subject:** RE: Sale of 1942 USCG Storis for scrapping in Mexico

Ms Parks

Yesterday I forward to Mr. Chris Rollins of your San Francisco office a copy of the 2000 HAZMAT report on CGC



STORIS which did identify the presence of PCB material and a copy of the 2007 report that confirmed that the PCB material had been removed from the cutter and that the CGC STORIS was now PCB free.

Jeff Beach, CPPM  
Manager of Retired CG Boats & Decommissioned Cutters  
USCG Headquarters @ ST "E" Campus  
(202) 372-3646

-----Original Message-----

From: prvs=0034ca9bc=Polly.Parks@emrgroup.com [mailto:prvs=0034ca9bc=Polly.Parks@emrgroup.com] On Behalf Of Polly Parks  
Sent: Friday, October 25, 2013 9:36 AM  
To: Beach, Jeff L CIV; TONYA.DILLARD@gsa.gov  
Cc: william.noggle@EPA.GOV  
Subject: Sale of 1942 USCG Storis for scrapping in Mexico

Dear Mr. Beach and Ms. Dillard,

I noticed the article in the Stars and Stripes this a.m. about the sale by the GSA for the USCG of the UGC Storis, which was nested at the SBRF; the article states the vessel is to be scrapped in Mexico. After visiting the GSA archive website and reviewing the solicitation, while it did mention the need to clean the vessel bottom to comply with the NISA, which means in drydock in the Bay Area, it did not mention that if bought for scrap the vessel contained hazardous material and that given the age of the vessel, it is almost certain to contain PCBs that would be subject to the TSCA PCB export ban. Did the USCG or GSA apply for a PCB export waiver prior to selling the vessel or was the successful bidder informed in writing, by your agencies that the vessel was subject to the PCB export ban? If this has not happened, the owner in all probability will be in violation of the TSCA export ban if the vessel is removed from the United States. Please let me, and Mr. William Noggle at the EPA, know what the status of the vessel, and who the successful bidder, is.

<http://www.stripes.com/news/us/historic-coast-guard-cutter-headed-to-scrap-yard-1.248976#.Umpptxeby3w.email>  
<http://gsaauctions.gov/gsauctions/aucdscnk?sl=41QSCI13425001#.Umpv12CC8JM.email>

Sincerely,

Polly Parks

T: +1 (804)410-2168

M: +1 (703)338-6881

F: +1 (804)410-2168

E: polly.parks@emrgroup.com <mailto:polly.parks@emrgroup.com>

A: EMR USA - Southern, Washington DC Office, 216 Spotswood Lane, Colonial Beach, VA 22443  
usa.emrgroup.com <<http://usa.emrgroup.com/>>

This electronic message contains information from EMR which may be privileged or confidential.

The information is intended to be for the use of the individual(s) or entity named above.

If you are not the intended recipient be aware that any disclosure, copying, distribution or use of the contents of this information is prohibited.

If you have received this electronic message in error, please notify us by telephone or email (to the numbers or address above) immediately.

Activity and use of the EMR E-mail system is monitored to secure its effective operation and for other lawful business purposes.

Communications using this system will also be monitored and may be recorded to secure effective operation



and for other lawful business purposes.

European Metal Recycling Limited is a company, registered in England and Wales, registered number 2954623, registered office Sirius House, Delta Crescent, Westbrook, Warrington, WA5 7NS, United Kingdom.

[Home](#) [All Categories](#) [Real Estate](#) [Offline Sales](#) [Terms & Conditions](#) [FAQ](#) [Shipping](#) [Contact Us](#) [Credit Card Info](#) [DC Area Fleet Price Guide](#)



[Home](#) [All Categories](#) [Real Estate](#) [Offline Sales](#)

[All Categories](#)

[SEARCH](#)

[Advanced Search](#)

[LOGIN](#)

[REGISTER](#)

[All Categories >](#)

Warning: In order to view the most up-to-date information, please click the refresh button on your browser.

#### Item Information

### CGC STORIS (WMEC-38) MEDIUM ENDURANCE CUTTER

Sale/Lot Number: 41QSC113425001

City, State: Berkeley, CA

Current Bid: 70,100 USD (Reserve Not Met)

Bidders: 2

Close Time: 06/27 08:15 PM CT (Closed)

Time Remaining:

[Description](#) [Bidding Details](#) [Bid History](#)

#### Auction Description and Bidding Rules

This is an English auction. At the close of the auction, the user with the highest bid wins the auction, as long as that bid is at or above the auction's reserve price. The reserve price is the lowest price accepted for the item.

Once you submit a bid, you cannot cancel it, but you can replace it with a higher bid. When you submit a new higher bid, it replaces your previous one.

Click the Bid History link to see the bids you have submitted in this auction (My Bids).

#### Auction Properties

Current High Bid: 70,100 USD (Reserve Not Met)

Reserve Price: true

Reserve Price Amount: N/A

Bid Increment: 100 USD

Inactivity period: 20

Run length: 15

Inactivity period for reduction of

Bid Increment: 2

Reduction of bid increment: 50

Reduction of bid increment

limit:

Start Time: 20130612 08:00 PM CT

Close Time: 06/27 08:15 PM CT

Closing Rules: This auction will end in one of these ways:

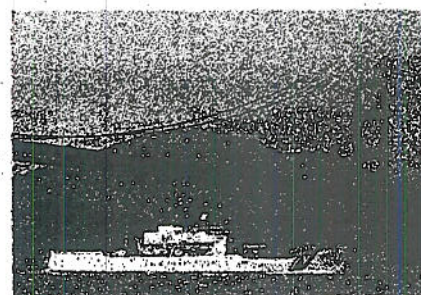
At the auction close time if no bids (proxy or flat) are placed within the inactivity period, or the auction is not subject to a inactivity period.

After the inactivity period has passed without any bids (proxy or flat) being placed.

Status: Closed

Note: "N/A" or a blank indicates that the value is not available for this auction.

#### Item Photos



#### Item Location

NOTE: Maps are not updated frequently and are likely to miss new addresses or show incorrect addresses. Please visit <http://maps.google.com> or <http://www.mapquest.com> for accurate property location and directions.

This site has exceeded its daily quota for maps. If you are the creator of this site, please visit the documentation to learn more.

Go Green... Reuse is Recycling!

Carbon savings for this item are not available.

Select an Equivalency: Gallons of Gasoline Used

[Click here for additional information.](#)

## How To Bid

### Placing a Bid

GSA Auctions only accepts minimum and maximum bids. A maximum bid is the maximum amount you are willing to pay for an item. Maximum bids are also referred to as proxy bids. When you place your maximum bid, GSA Auctions will use as much of your bid as needed to make you the current winner of the auction or to meet the auction's reserve price. The minimum bid you can place is either the starting price of the auction, or the current high bid plus the bid increment.

GSA Auctions only accepts bids in whole dollar amounts. Bids in partial dollar amounts, \$150.25, for example, will not be accepted by the GSA Auctions system.

### Reserve Price

The reserve price is the minimum price that GSA Auctions is willing to accept for an item. If your maximum bid equals or exceeds the reserve price, your bid will be placed at the reserve price.

**How Are Tie Bids Resolved in GSA Auctions?** If a bidder places a bid with the same proxy bid amount as another bidder, the previous (first) bidder will have the current high bid since their bid was placed first. Both bids are recorded with the same amount, displaying the first bidder with the same amount as current high bid, until another bidder bids higher.

### Competing Proxy Limits

When two proxy bids compete, the greater of the two proxy limits always wins. If the greater proxy limit exceeds the lesser proxy limit by the bid increment, then a bid equal to the lesser proxy limit plus the bid increment will be placed. If the greater proxy limit does not exceed the lesser proxy limit by the bid increment, then the greater proxy limit's maximum bid will be placed.

### Increasing Your Maximum Bid

You can increase your maximum bid if you are currently the winner in an auction. To increase your maximum bid, enter an amount greater than your current maximum bid. Increasing your bid will not increase your current high bid.

### Decreasing Your Maximum Bid

You can decrease your maximum bid if you are currently the winner in an auction. To decrease your maximum bid, enter an amount less than your current maximum bid. You cannot decrease your bid below the minimum bid price.

### Maximum Bid / Proxy Bid

Your maximum bid or proxy bid, submits bids on your behalf. You specify the maximum price you are willing to pay. If you are outbid, the system submits a replacement bid at a higher price to keep you in the auction. It will bid as much as your maximum bid but no more.

Your maximum price is not shown to any other bidders.

If the system reaches your maximum bid limit, it stops bidding for you. Submit another bid if you want to continue bidding.

### Winning & Trading

The highest bid at the close of the auction wins.

If your bid is lower than the reserve price, you will not win the auction.

### Reduction of Bid Increment Notes

The reduction of bid increment happens when there is no bid activity within a specified time for an auction. The system will decrease the incremental bid amount by a percentage up to a limit based on template codes designed for this purpose. All auctions are not subject to the reduction of bid increment rule. Here's an example: A bid increment is set at \$25.00 for an auction. A No-Bid-Period has been set for 2 days at a reduction rate of 10 percent and a reduction limit of \$20.00. After 2 full days of inactivity for the auction, the bid increment will be reduced by 10 percent now making the current bid increment \$22.00. 10 percent of \$25.00 = \$2.50 rounded to the nearest dollar \$3.00. The reduction is repeated for multiple inactivity periods until the reduction limit is reached or auction closes.

(\*) Possible Extension. See Bidding Rules.

About GSA Auctions  
Help  
FAQ  
Sales Abbreviations  
RSS  
Credit Card Form  
Contact Us

Federal Acquisition Service  
GSA Fleet Vehicle Sales  
GSA Surplus Sales  
Real Property Disposal  
Public Buildings Service

Terms & Conditions  
Protecting Your Privacy  
Accessibility Policy  
System Status  
Browser Support

Copyright © 2001 U.S. General Services Administration



## **Polly Parks**

**From:** Polly Parks  
**To:** Beach, Jeff L CIV  
**Cc:** 'TONYA.DILLARD@gsa.gov'; rollins.christopher@epa.gov; Noggle.William@epamail.epa.gov; Chris Green; Jason Glascock; Tony Schultz; Tara Tomaszewicz; Randy Boudreaux; Robert Berry  
**Subject:** RE: USCGC STORIS HAZMAT SURVEY  
**Attachments:**

Mr. Beach and Ms. Dillard,

Encapsulated PCBs (page 1 of the report) become un-encapsulated when a vessel is dismantled, therefore this vessel would not meet the spirit or the terms of the TSCA PCB export ban. Our company would be more than happy to sit down with the USCG and try to determine a cost-effective fashion to dismantle this vessel in the U.S. If we had a facility on the West Coast (and we continue to look), it might, depending upon condition and extent of hazardous material, even be cost-effective to buy the Storis and still dismantle it to meet all U.S. environmental and safety regulations. Even if the US Government had to pay a nominal amount to ensure the vessel met the same fate (i.e. scrapped to U.S. environmental and safety laws and regulations) as the USCG buoy tenders (which are even older) that MARAD is selling for your agency out of the SBRF, it would be better than having this type of mess on the USCG and GSA's hands. Please let us know if we can be of any help; Mr. Boudreaux and Mr. Berry, whom I have cc'd, are EMR Southern Vice Presidents and co-manage the marine division.

Polly Parks  
T: +1 (804)410-2168  
M: +1 (703)338-6881  
F: +1 (804)410-2168  
E: [polly.parks@emrgroup.com](mailto:polly.parks@emrgroup.com)  
A: EMR USA – Southern, Washington DC Office, 216 Spotswood Lane, Colonial Beach, VA 22443  
[usa.emrgroup.com](http://usa.emrgroup.com)

---

**From:** Beach, Jeff L CIV [mailto:Jeff.L.Beach@uscg.mil]  
**Sent:** Fri 10/25/2013 10:21 AM  
**To:** Polly Parks  
**Cc:** 'TONYA.DILLARD@gsa.gov'  
**Subject:** FW: USCGC STORIS HAZMAT SURVEY

Ms. Parks

Per your request the HAZMAT reports for CGC STORIS are attached.

Jeff Beach, CPPM  
Manager of Retired CG Boats & Decommissioned Cutters  
USCG Headquarters @ ST "E" Campus  
(202) 372-3646

-----Original Message-----

**From:** Beach, Jeff L CIV  
**Sent:** Thursday, October 24, 2013 11:10 AM  
**To:** 'rollins.christopher@epa.gov'  
**Subject:** FW: USCGC STORIS HAZMAT SURVEY

STORIS documentation as requested

Jeff Beach, CPPM

Manager of Retired CG Boats & Decommissioned Cutters  
USCG Headquarters @ ST "E" Campus  
(202) 372-3646

U.S. Department of  
Homeland Security

United States  
Coast Guard



Safety Office, MS#1  
U.S. Coast Guard YARD

2401 Hawkins Point Road  
Baltimore, MD 21226-1787  
Staff Symbol: sm-110  
Phone: (410) 638-3772  
Fax: (410) 638-3779  
Email:  
Robert.D.McMenamin@uscg.mil

1/17/2007  
5090

## MEMORANDUM

From: Robert D. McMenamin  
Environmental Protection Specialist

To: Commandant, CG-453

Subj: CGC STORIS HAZMAT CLEAN-UP

1. [REDACTED]
2. I trust this information will be sufficient for your purposes, but if you have any questions concerning this survey, please contact me.

*Robert D. McMenamin*  
ROBERT D MCMENAMIN

Copy: CO, CGC STORIS  
Commandant, CG-842  
Chief, Planning and Estimating, CG YARD